

- The provisions specified in the OM-A with respect to fuel, minimum safe altitudes, heliport operating minimums, and availability of alternate heliports, where required, can be complied with for the planned flight;
- The weight of the aircraft, at takeoff, will be such that the flight can be conducted in compliance with the RFM;
- The weight and CG are within limits contained in the limitations section of the aircraft flight manual;
- Any cargo loads shall be properly distributed and safely secured; and
- Any additional operational limitations are complied with.

7.1.2 Risk Assessment

A Risk Assessment shall be completed at the beginning of each flight day, and updated when conditions warrant. Pilots shall not initiate a flight or series of flights until a Risk Assessment has been performed. This is accomplished by utilization of the applicable Risk Assessment Form ERA A-003, or as defined in OM-E or OM-F, as applicable. These forms may also be generated by an approved Company application.

Once the PIC has declined a flight assignment, no other parties (Lead Pilot, Management, Customer, etc.) may continue to conduct an alternate risk assessment, or question the risk assessments pertaining to that flight, other than for the purposes of clarification.

Form A-003, Risk Assessment, is found in Appendix B and is considered self-explanatory. The current, digital copy of Form A-003 is maintained on the Company eMan website, within the digital OM-A. To save the RA as a PDF, use printer ID "Adobe PDF (from EHLWJB13LX1) in session 5."

7.1.3 Items to Be Carried On Aircraft (14 CFR §91.203, 91.205, 135.155, 135.159)

The following items, pertaining to the respective aircraft are to be carried on each individual flight:

- Certificate of Registration;

7.5 Company VFR Weather Minimums (14 CFR §135.205 & 135.207)

The Company VFR weather minimums are contained in the table below, and shall be observed on all Company flights. Weather minimums contained in 14 CFR Parts 91 and 135, or OM-C may be more restrictive than these minimums, and shall be observed when applicable.

Company VFR Weather Minimums¹				
An operating radar altimeter is required for all night flights, and for day flights when the ceiling is less than 600 ft.				
	Minimum Operating Height²	Cloud Base (ft.)³	Visibility (SM)	Minimum requirements to fly, given these VFR weather minimums
Offshore Day VFR	500 Ft	600 Ft	3 SM	All aircraft/crews.
	400 Ft	500 Ft	2 SM	Twin-engine, IFR certified aircraft, with dual IFR current crew.
Overland Day VFR	500 Ft	600 Ft	3 SM	All aircraft/crews.
All Night Ops ⁴	Night flights will be flown using only IFR procedures and minimums where available, otherwise the VFR minimum shall be a cloud base of 1,000 feet with 100 feet of vertical cloud clearance, and 3 SM visibility.			Twin-engine IFR certified helicopter with dual IFR-night current crew. All night flights should utilize IFR cockpit procedures for takeoffs and landings.

1. VFR flights may not depart or continue if the reported weather conditions at departure, en route, or at the destination are below the above stated minima.
 - Pilots shall not continue a flight into deteriorating weather less than the Company minimums as stated above. The pilot's priority shall be to locate a safe and appropriate landing site while observing VFR weather minimums in accordance with 14 CFR §135.205, and 14 CFR §91.155. The flight may continue once weather improves to the applicable Company minima.
 - For IFR, twin-engine aircraft; when actual conditions encountered en route become less than the minima stated above, the pilot may remain VFR in accordance with 14 CFR Parts

135.205, and 91.155, and land as soon as practical. Continued flight in accordance with IFR is authorized if the aircraft, crew, fuel load (including IFR reserves), and destination and alternate weather meet all applicable IFR requirements, and an appropriate clearance is received.

- If inadvertent IMC is unavoidable, see the Inadvertent IMC procedures in this section.
2. The minimum operation height refers to the height above ground level (AGL) for over land flights, and the height above mean sea level (MSL) for offshore flights. These minimum operating heights are not applicable to SAR operations, when conducted in accordance with the OM-F.
 3. The VFR weather minimum shall be 100 feet of vertical separation from the cloud base.
 4. Not applicable to HAA operations conducted in accordance with A021, see OM-E. Not applicable to SAR operations conducted in accordance with the OM-F.

7.5.1 Company VFR Weather Minimum Deviations (14 CFR §135.205)

VFR weather conditions that do not meet the above criteria may only be utilized with approval from the DO, Chief Pilot, or applicable ROM, after a risk assessment and deviation request has been documented. In the case of applicable Federal Aviation Regulations or customer specific weather minimums, the most restrictive apply. This deviation approval requirement also applies to Ferry Flights, Training Flights and 14 CFR §133 Flights conducted under Era Helicopters LLC.

7.5.2 Air Medical VFR Weather Minimums (14 CFR §135.609)

VFR weather minimums for SAR and EMS operations are contained in the appropriate OM-E/OM-F.

7.6.5 Wind Shear

Pilots shall remain alert to the possibility of wind shear, and be prepared to make necessary control movements and power changes to offset its effects.

7.6.6 Hail

Flight in hail shall be avoided due to possible damage to the aircraft.

7.6.7 Significant Temperature Inversions

When climbing or descending through a significant temperature inversion, be aware that the barometric altimeter will under-read when climbing into warmer air, but will over-read when descending into colder air.

7.6.8 Whiteout/Brownout/Flat Light Conditions

Flat Light is an optical illusion, also known as “sector or partial whiteout.” It is not as severe as “whiteout” but the condition causes pilots to lose their depth-of-field and contrast in vision. Flat light conditions are usually accompanied by overcast skies inhibiting any visual cues. Such conditions can occur anywhere in the world, primarily in snow covered areas but can occur in dust, sand, mud flats, or on glassy water. Flat light can completely obscure features of the terrain, creating an inability to distinguish distances and closure rates. As a result of this reflected light, it can give pilots the illusion that they are ascending or descending when they may actually be flying level. However, with good judgment and proper training and planning, it is possible to safely operate an aircraft in flat light conditions.

Whiteout occurs when a person becomes engulfed in a uniformly white glow. The glow is a result of being surrounded by blowing snow. Similarly, Brownout conditions occur when dust, sand, mud, or other particles restrict visibility and depth perception. In both conditions, there are no shadows, no horizon or clouds and all depth-of-field and orientation is lost. A whiteout/brownout situation is severe in that there are no visual references.

Self-induced whiteout/brownout typically occurs when a helicopter takes off or lands. The intensity will vary depending on aircraft weight, wind, and time spent in the takeoff/landing phase. Good planning may not prevent one from encountering flat light or whiteout/brownout conditions.

PIC's shall not depart when whiteout/brownout conditions are present or likely, and shall avoid conditions conducive to whiteout/brownout.

The PIC shall use the RADALT for altitude reference when flying over large, flat areas, (glaciers, swamps, glassy water, etc.).

Monitor airspeed, RADALT and vertical speed more often during approaches in flat light conditions. The PIC shall ensure there is a good reference point during approach and landing. Losing sight of the reference point may require a go around. Maintain a good scan without fixating on a point.

7.6.9 Cold Weather Operations

The minimum temperature allowed for operating Company helicopters is -40° C, or RFM limitations, whichever is warmer. PIC's shall ensure all passengers are properly clothed for cold weather conditions, or they have the proper clothing and footwear in their possession.

The PIC shall ensure all control surfaces are free of ice and snow, and inspect all openings for accumulation of snow and ice, such as engine intake areas, exhaust stacks, pitot tubes, battery vent, fuel and oil vents. Consult the flight or maintenance manual for the proper procedures when deicing blades.

Inspect the landing gear for possible freezing to the ground prior to the first take-off. If this condition exists, consult maintenance. The PIC shall ensure aircraft heading control is maintained while operating on slick or icy surfaces.

For crewed aircraft operations, one of the pilots shall exit the aircraft to monitor loading/unloading, or assist the HLO. The PIC shall decide which pilot will exit the aircraft. The pilot remaining in the aircraft will maintain “hands on” all flight controls at all times while personnel are moving about the aircraft or helideck.

In both single pilot and crewed aircraft, the pilot maintaining “hands on” the flight controls shall not conduct any other tasks such as completing paperwork, calculating weight and balance, programming the GPS, filing flight plans, etc. Their only duties are to maintain the flight controls in a neutral position while observing personnel movement.

9.20 Baggage and Cargo Handling Procedures

This section pertains to non-hazardous cargo and baggage only. For hazardous cargo transportation requirements, refer to the Hazardous Materials section of this Manual.

9.20.1 Storage & Carriage of Papers and Mail

All mail and loose documents carried as cargo shall be bound with rubber bands or other means to prevent escape and placed in a weighted bag to allow securing the bundled papers.

9.20.2 Baggage & Cargo Loading (14 CFR §135.87)

Aircraft specific restrictions and procedures for the carriage of baggage and cargo are described in the applicable OM-B. For the purposes of clarity, baggage may be carried in a passenger compartment when properly secured and accompanied by a passenger. Cargo may only be carried in the passenger compartment during cargo only operations. The PIC shall ensure that all cargo, including baggage, on Company aircraft complies with the following:

- It is carried in an approved cargo rack, bin, or compartment installed in or on the aircraft;
- It is secured by an approved means; or

- It is carried in accordance with each of the following:
 - Properly secured by a safety belt or other tie-down having enough strength to eliminate the possibility of shifting under all normally anticipated flight and ground conditions;
 - It is packaged or covered to avoid possible injury to occupants;
 - It does not impose any load on seats or on the floor structure that exceeds the load limitation for those components;
 - It is not located in a position that obstructs the access to, or use of, any required emergency or regular exit, or the use of the aisle between the crew and the passenger compartment, or located in a position that obscures any passenger's view of the "seat belt" sign, "no smoking" sign, or any required exit sign, unless an auxiliary sign or other approved means for proper notification of the passengers is provided;
 - For cargo only operations, this does not apply if the cargo is loaded so that at least one emergency or regular exit is available to provide all occupants of the aircraft a means of unobstructed exit from the aircraft if an emergency occurs; and
 - It is not carried directly above seated occupants.
- Stowage of baggage or cargo beneath passenger seats is only authorized for cargo only operations, and in accordance with RFM limitations.

When cargo is carried in cargo compartments that are designed to require the physical entry of a crewmember to extinguish any fire that may occur during flight, the cargo must be loaded so as to allow a crewmember to effectively reach all parts of the compartment with the contents of a hand fire extinguisher.

In addition, the following procedures apply to helicopter loading:

- Pilots shall not handle heavy cargo or baggage that could potentially generate an injury (seek assistance);
- When possible, loading should be performed prior to rotor start;
- Helicopter loading shall only be performed under the supervision of qualified personnel; and
- The PIC shall ensure that the loading of the helicopter complies with the weight and CG limitations in the RFM.

The PIC has authority to refuse baggage or cargo which is not in accordance with current regulations, or which may reduce the safety of passengers and crewmembers. Special restrictions are imposed on dangerous goods, portable electronic devices, weapons (including replicas), and ammunition.

9.20.3 Hand Baggage

Due to aircraft seat configuration, there is no provision for hand baggage on any Company helicopters. All baggage is to be loaded in the baggage compartment. Passengers are allowed to carry reading material (for example, magazines or books).

9.20.4 Heavy Cargo in the Cabin

If a heavy piece of cargo cannot be carried safely internally, then it shall be transported by external load, if available, or by some other means such as a boat. If specialized handling equipment is required, it shall be available at both the origin and the destination. When loading or unloading heavy articles, particular attention should be given to protecting the helicopter doorsills, jambs and doors. Pilots shall ensure that the aircraft floor is protected from damage caused by heavy cargo.

9.20.5 Cargo Manifesting

All cargo shall be accompanied by a manifest. The manifest shall contain the following information:

- Departure point;
- Destination;
- Shipper Name and contact information;

- Company affiliation;
- Quantity;
- Description or possible reference number; and
- Weight.

A copy of each item's own manifest must accompany that item. Un-manifested freight shall not be loaded on board.

9.20.6 Carriage of Firearms (14 CFR §135.119)

Firearms may be carried on Era aircraft provided:

- Approval from the DO, Chief Pilot, or applicable ROM is documented;
- The PIC has knowledge of such weapons;
- The firearm is not loaded;
- Loading or unloading is not permitted in or around the aircraft; and
- The firearm is carried in the baggage compartment and not accessible to passengers.

These restrictions do not apply to officials or employees of a municipality or a State, or of the United States, who are authorized to carry arms.

9.20.7 Bear Repellent Spray

Bear repellent will not be carried inside the aircraft due to the possibility of inadvertent crew incapacitation.

9.20.8 Alcohol (14 CFR §135.121)

Alcoholic beverages are not permitted on any Company owned or operated aircraft.

The Company expects all crewmembers to comply with the applicable regulations and local laws regarding the use of alcohol. Any violation of the applicable regulations or local laws will be grounds for immediate dismissal.